

VOLUME 2 AIR OPERATOR AND AIR AGENCY CERTIFICATION AND APPLICATION PROCESS

CHAPTER 4 THE CERTIFICATION PROCESS—TITLE 14 CFR PART 135

Section 8 Evaluate Part 135 (Nine or Less) Operator/Applicant's Maintenance Requirements

2-506 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.

A. Maintenance: 3341.

B. Avionics: 5341.

2-507 OBJECTIVE. This section provides guidance for evaluating maintenance requirements for a Title 14 of the Code of Federal Regulations (14 CFR) part 135, § 135.411(a)(1) operator.

2-508 GENERAL.

A. Passenger Seating Configuration. The Federal Aviation Administration (FAA) establishes the aircraft's type certificated (TC) passenger seating configuration during the type certification process and lists it on the Type Certificate Data Sheet (TCDS). Some factors that determine this number are the applicant's design, certification basis, emergency exit requirements, oxygen requirements, demonstration of emergency evacuation procedures, and the structural strength of the floor. Once established, the only means of changing the TC'd passenger seating configuration is through TC amendment or a Supplemental Type Certificate (STC). The manufacturer (TC/STC holder) may provide several aircraft passenger seating options and include them in the airplane flight manual or other documents, but unless these options are part of the TC or a STC, these changes do not change the TC'd passenger seating configuration of the aircraft, especially for the purposes of § 135.411.

NOTE: The removal of passenger seats without an STC or TC amendment, blocking of passenger seats, and the use of placards restricting the use of passenger seats does not constitute an acceptable means of qualifying an aircraft to be maintained under § 135.411(a)(1). These methods do not change the TC'd passenger seating configuration.

B. Nine or Less Passenger Seats. Except as discussed in the following subparagraph, aircraft that have a TC'd passenger seating configuration of nine or fewer seats must use the inspection requirements of 14 CFR part 91, § 91.409 or an Approved Aircraft Inspection Program (AAIP) in accordance with § 135.419. In either case, the additional maintenance requirements of § 135.421 must also be met.

C. Continuous Airworthiness Maintenance Program (CAMP). Under § 135.411(b), an operator/applicant may elect to maintain its aircraft under a CAMP. The FAA evaluates and authorizes a CAMP in accordance with the guidance in Volume 3, Chapter 43, Section 1, Evaluating a Part 121 and Part 135 Continuous Airworthiness Maintenance Program.

2-509 ANNUAL AND 100-HOUR INSPECTION REQUIREMENTS, § 91.409(a), (b), and (c). Part 43 appendix D lists the items to be included in annual and 100-hour inspections. The operator/applicant that chooses the annual and 100-hour inspection must include all of the items listed in appendix D that apply to the operator's/applicant's particular aircraft. The operator/applicant may include more items in its inspections than those listed in appendix D. Because the annual and 100-hour inspections have fixed requirements (i.e., those listed in part 43 appendix D), the aviation safety inspector (ASI) should advise the operator/applicant of the other inspection options provided in parts 135 and 91 that provide flexibility for changes and operator input to the inspection.

2-510 PROGRESSIVE INSPECTIONS. Each operator/applicant wanting to use a progressive inspection must submit a written request to the certificate-holding district office (CHDO). The operator/applicant must have the following (see 91.409(d)):

- A certificated mechanic holding an Inspection Authorization (IA), certificated airframe repair station, or aircraft manufacturer to supervise or conduct the inspection ("supervise" can mean the monitoring of a mechanic's work for compliance with the approved program).
- A current inspection procedures manual that meets the requirements of § 91.409(d)(2).
- Appropriate facilities and equipment necessary for the disassembly and proper inspection of the aircraft.
- Appropriate current technical information for the aircraft.

2-511 PROGRESSIVE INSPECTION INTERVALS.

A. Program Purpose. A progressive inspection program must provide for a complete inspection of the aircraft within each 12 calendar-months. The inspection must be consistent with the manufacturer's recommendations, field service experience, and the kind of operation in which the aircraft is engaged. The inspection schedule must ensure that the aircraft is, at all times, airworthy and conforms to all applicable FAA aircraft specifications, TCDS, Airworthiness Directives (AD), and other approved data.

NOTE: Calendar-month is the period of time from the first day of a month to the last day of the month. In a calendar-month, a person can achieve compliance at any time during the month, up to and including the last day of the month.

B. Interval Frequency. The operator/applicant should base the inspection intervals on the manufacturer's recommendations, field service experience, malfunction and defect history, and the type of operation in which the aircraft is engaged. If the operator/applicant needs help establishing inspection intervals, the ASI should advise the operator/applicant as appropriate.

C. Requirements.

1) Before an operator/applicant can place an aircraft on a progressive inspection program, the aircraft must undergo an inspection at least equal to a 100-hour inspection. After

this initial inspection, the operator/applicant must perform routine and detailed inspections as stated in the progressive inspection schedule.

2) Routine inspections consist of a visual examination or check of the aircraft, appliances, and components and systems without disassembly, if possible.

3) Detailed inspections consist of a thorough examination of these items for which such disassembly is necessary. For the purposes of this subparagraph, a person may consider the overhaul of a component or system a detailed inspection.

4) Before a person can remove an aircraft from a progressive inspection and place it on an annual/100-hour inspection, the person must follow the requirements contained in §§ 91.409(d)(4) and 91.409(h).

2-512 ADDITIONAL MAINTENANCE REQUIREMENTS.

A. Major Maintenance Tasks. Each operator/applicant maintaining aircraft under § 135.411(a)(1) must comply with the additional maintenance requirements of § 135.421. These added requirements are intended to ensure the performance of the manufacturer's recommended maintenance programs on engines, propellers, rotors, and each item of required emergency equipment. These requirements do not apply to the airframe. It is not the intent to impose CAMP requirements or otherwise increase the requirements of the aircraft inspection program.

B. Engine. Engine requirements apply to the engine itself, including turbo-superchargers and accessories necessary to its function. They do not include aircraft provisions such as mounts or cowling, or accessories such as generators or starters. Title 14 CFR part 1 defines a propeller as including controls normally supplied by the manufacturer. Most propeller TCDS specify the applicable control unit, which a person should consider part of the propeller.

C. Inspection Program Options. The operator/applicant may use either the manufacturer's recommended inspection programs or develop a program that includes equivalent requirements.

D. Manufacturer's Requirements. The operator/applicant should not include manufacturer's requirements, such as pilot preflight or other inspection items within the scope of the inspections required by § 135.411(a)(1), as additional maintenance requirements. To meet the requirements of § 135.421, an operator/applicant may use one of the following:

- The applicable portions of an aircraft manufacturer's recommended maintenance requirements for the engine, propeller, rotor, and emergency equipment;
- The manufacturer's programs for individual items; or
- A combination of both.

E. Definition of Manufacturer Maintenance Program. Section 135.421(b) defines a manufacturer's maintenance program as one that is in the manufacturer's maintenance manual or instructions. It does not include individual authorizations or recommendations by a repair facility or manufacturer to a particular operator/applicant.

1) These manuals and instructions generally include Service Bulletins (SB), Service Letters (SL), and other maintenance publications.

2) SBs and SLs about repairs, alterations, or other items beyond the meaning of the term “maintenance” do not fall within the scope of § 135.421. A person is not required to comply unless it is made regulatory (see paragraph 2-513 for further discussion). The operator/applicant may include these items in the additional maintenance program to support higher maintenance intervals or other inspection variables.

F. Adoption of Manufacturer’s Maintenance Program. An operator/applicant may adopt a manufacturer’s entire maintenance program. The program must apply to the specific make, model, configuration, etc., and meet the requirements of § 135.421.

1) If the aircraft manufacturer’s program does not include engine overhaul (or comparable heavy maintenance) but the engine manufacturer’s program does, the operator/applicant must incorporate the engine manufacturer’s program to the degree necessary to meet the engine overhaul requirement. It may be necessary to designate SBs, other manufacturer’s maintenance instructions, and a manufacturer’s maintenance manual to ensure an adequate program.

2) Operations specifications (OpSpecs) must show program limitations.

G. Development of Operator’s Own Maintenance Program. Section 135.421 allows operators/applicants to develop their own maintenance program. An operator/applicant-developed program requires FAA approval and the operator/applicant must justify the program. In most cases, the basis of these programs is the manufacturer’s maintenance program, although they may contain variations, such as a higher engine overhaul period. When evaluating the operator/applicant’s program, the ASI may consider a program in use by another operator for similar make/model aircraft.

1) Each change to an operator/applicant-developed maintenance program requires FAA approval. The FAA may consider the manufacturer’s changes or revisions to its program as justification for approving the operator’s/applicant’s program changes. However, the operator/applicant must not automatically incorporate manufacturer changes into their program without specific FAA approval.

2) The issuance of automated OpSpecs approves an operator/applicant-developed program for use.

H. Nine or Less Passenger Seating. Section 135.411(a)(1) states in part that aircraft TC’d for a passenger seating configuration of nine or less shall be maintained under 14 CFR parts 43 and 91 and §§ 135.415, 135.417, 135.421, and 135.422.

- Section 135.415 addresses Service Difficulty Reports (SDR).
- Section 135.417 addresses Mechanical Interruption Summary Reports (MISRS).
- Section 135.421 addresses additional maintenance requirements.
- Section 135.422 addresses aging airplane inspections and records.

2-513 MANUFACTURER'S SB REQUIREMENTS.

A. General. Manufacturers may generally classify SBs, SLs, and other maintenance information in maintenance manuals as mandatory, urgent, or general. Manufacturers may also include maintenance personnel qualification requirements labeled as mandatory in their maintenance manual or other maintenance information. However, none of this information labeled as mandatory is actually mandatory unless there is a regulation that makes it mandatory.

1) By itself, manufacturer's maintenance information may not amend the requirements of 14 CFR. In addition, manufacturer's maintenance information may not restrict any part 43, § 43.3 authorized person from accomplishing that maintenance.

2) A manufacturer may legitimately incorporate in its maintenance manual servicing and maintenance instructions that are consistent with the certification basis of the product. If it does, the data specified and the method, technique, or practice contained therein, may be acceptable to the Administrator. However, unless specifically mandated by a regulation, such as an AD, or air carrier OpSpecs, the portion of the manufacturer's maintenance manual is not considered mandatory by the FAA.

3) The enforcement of a manufacturer's mandatory methods, techniques, and practices or "notes" contained in a TCDS that make a maintenance manual or SB mandatory without the requisite regulatory document would lead to serious legal objections. It would mean that the FAA has effectively authorized a manufacturer to issue "substantive rule" as described in the Administrative Procedure Act (APA) (i.e., it would enable a manufacturer to impose legal requirements on the public). This would be objectionable for at least two reasons. First, the FAA does not have the authority to delegate its rulemaking authority to a manufacturer. Second, adoption of a "substantive rules" must be done in accordance with the notice and comment procedures of the APA, which does not apply to any manufacturer.

NOTE: All applicable service bulletin and service letter notes should be reviewed.

4) The following are examples of situations when SBs would be regulatory and cover most situations ASIs encounter:

- If an AD incorporates by reference all or a portion of an SB;
- If the SB is part of the FAA-approved Airworthiness Limitations Section (ALS) of the manufacturer's manual or the TC;
- If an FAA-approved inspection, such as an AAIP or CAMP, incorporates SBs directly or by reference; and
- If the certificate holder's OpSpecs lists SBs as an additional maintenance requirement.

NOTE: For this section only, all references to manufacturers' SBs will encompass all manufacturers' service information.

B. Conditions or Procedures to Be Changed. The manufacturer provides SBs to advise the operator of conditions or procedures it should address. Some of the conditions or procedures in SBs may include:

- Structural cracking,
- Component failure,
- Electrical shorts,
- Inspection procedures,
- Recommended overhaul times, and
- Repetitive inspections.

C. Corrective Action and/or Manufacturer Recommendation Compliance.

Manufacturers use SBs for corrective action and/or compliance with manufacturer recommendations. In some cases, as listed below, the manufacturer issues SBs for safety of flight items without the FAA issuing an AD, such as one-time inspections, suspect parts, and improper maintenance procedures. SBs may describe damage and repair procedures that exceed Structural Repair Manual (SRM) requirements. The manufacturer may include operational procedures as well.

D. Other Items. The manufacturer may recommend other items such as environmental problems, lubrication, inspection procedures, adjustment procedures, and minor modifications on a one-time basis. SBs tend to fall in the following classes:

- 1) Urgent. The manufacturer believes the owner/operator should accomplish the bulletin and that safety may be a factor. The FAA may use this type of SB as a basis for issuing an AD.
- 2) Routine. This SB is of a general nature and may provide better maintenance reliability, but does not discuss items in which safety may be a factor.
- 3) Procedural. This SB explains a change in the way to accomplish a basic function but in a different way.
- 4) Environmental. This SB explains a procedural change due to the type of operating or maintenance conditions such as wet or dry, or hot or cold climate conditions.
- 5) Repetitive. This SB may recommend a repetitive inspection of an area or part. This may be short-term until a repair can be made, but it may also be a long-term procedure.

2-514 MAINTENANCE PROGRAM APPROVAL FOR CARRY-ON OXYGEN EQUIPMENT USED FOR MEDICAL PURPOSES.

A. Title 14 CFR Part 135, § 135.91(a)(1)(ii). Section 135.91(a)(1)(ii) states that no certificate holder may allow the carriage or operation of equipment for the storage, generation, or dispensing of medical oxygen unless the unit to be carried is constructed so that all valves, fittings, and gauges are protected from damage during that carriage or operation. Additionally, the section requires the certificate holder to maintain the oxygen equipment it owns under an

approved maintenance program for the equipment. The intent of this regulation is to prohibit the carry-on of any pressurized oxygen cylinder for medical purposes; unless the certificate holder maintains it under its approved maintenance program for the equipment.

B. Title 49 of the Code of Federal Regulations (49 CFR), Part 175, § 175.8(b)(1).

Title 14 CFR part 135 does not prescribe specific requirements for a maintenance program for carry-on oxygen equipment. Additionally, 49 CFR § 175.8(b)(1) excludes oxygen (or any hazardous material (hazmat) used for the generation of oxygen) for medical use by a passenger, which is furnished by the aircraft operator in accordance with 14 CFR § 135.91. However, the FAA, in the interest of safety, accepts the rules, regulations, and standards of the Department of Transportation (DOT), Research and Special Programs Administration (RSPA), U.S. Coast Guard (USCG), Underwriters Laboratories INC. (UL), pressure cylinder manufacturers, Military Specifications (MIL-SPEC), and equipment manufacturers as acceptable methods for controlling the hydrostatic tests and life limits of pressure cylinders. It follows that the certificate holder maintains pressure cylinders used aboard aircraft under the same specifications prescribed by the appropriate regulatory agency and manufacturers if no other requirements are available.

C. OpSpec Paragraph D104. Principal maintenance inspectors (PMI) must verify that the certificate holder specifies in its OpSpec paragraph D104 the maintenance requirements required by § 135.91 for carry-on oxygen equipment used for medical purposes. The requirements should include at least the inspection, retest, and life limits for pressure cylinders appropriate to the manufacturing requirements of the cylinder. Additionally, the inspector should verify that the certificate holder specifies in its manual how it will ensure that the construction of the equipment provides protection of all valves, fittings, and gauges from damage during the carriage and operation of that equipment. The certificate holder's manual should contain the approved maintenance program required by § 135.91 for carry-on oxygen equipment required by § 135.91. The certificate holder might specify maintenance program requirements in its inspection program required by § 91.409.

NOTE: Inspectors should be aware of the separate requirements for carry-on and use of portable oxygen system concentrators contained in Special Federal Aviation Regulations (SFAR) 106.

2-515 REVISING TIME LIMITATIONS.

A. General. The ASI evaluating and approving inspection interval extensions for powerplant, propeller, rotor, and emergency equipment must have an in-depth knowledge of the requesting operator's airframe, engine, propeller, rotor, and emergency equipment along with its operational environment. Additionally, the Aircraft Certification Office (ACO) or Engine Certification Office (ECO) are the only FAA organizations that may approve or change life limits. Once the PMI approves the inspection extension, the PMI should save and file all data used in the evaluation process in the operator's file. Authorized persons may refer to this information in the event of any incident related to the failure of an extended product.

B. Original Equipment Manufacturer (OEM) Recommended Times. The ASI should refer to the OEM manual for recommended inspection/maintenance intervals and review procedures for time extensions. Normally the operator bases the amount of extension time upon

the OEMs recommendation. The operator might submit and the ASI may consider supporting data from special inspections for extensions, performance runs for engines, and any other OEM supporting data. The ASI must review the operator's data thoroughly and if it needs additional supporting data, the ASI should make the request in writing to the operator. In establishing the extended time limitation, the operator and FAA bases it on the above factors and once approved on an Air Operator's OpSpecs, it then becomes FAA-approved.

C. Life Limits. Review existing life limits for the powerplant, propellers, rotors, and emergency equipment. Only the ACO or ECO can authorize a change to life limits. They accomplish this by either an AD or a revision to the TCDS. The ASI should evaluate the operator's current component life limit tracking record as required by § 91.417(2)(ii).

D. TCDS. Review the appropriate *current* TCDS for any information relating to time extensions or restrictions. The data sheet will also indicate life limits or reference the manual where life limits are located, if applicable.

E. Engine Overhaul Teardown Reports. Did the operator provide any current (last overhaul), in-depth teardown report showing recorded dimensional checks of critical parts (i.e., crankshaft, turbine blades, rotating parts, cylinder components, and other parts that the OEM provides dimensional data for determining serviceability)? The operator should have operated the engine chosen for time extension to within 5 percent of the currently approved time interval.

F. OEM SBs or Instructions. Research the OEM's bulletins and service instructions for overhaul extensions. These documents also include special operating environment considerations. The operator must comply with certain inspections and other criteria in the service documents in order to apply for the extension.

G. AD. Review the operator's *current* listing of ADs for the powerplant, propellers, rotors, and emergency equipment required by § 91.417(2)(v). An AD may restrict operating beyond the overhaul requirement time. Some ADs require replacement of parts or special inspections; this may cause a conflict with a time extension request. Check for the alternate method of compliance (AMOC) for the AD.

NOTE: A time extension does not grant the operator an extension to the compliance time required by an AD note.

H. Operating Restrictions. For airframe, powerplant, and propeller extensions, review the Aircraft Flight Manual (AFM) or operating manual for restrictions that may become part of the time limitations. The ASI should evaluate the operator's environmental operation.

I. SDR. Query the Service Difficulty Database for information on the component the operator wants to extend. A high number of reports of failures, flameouts, inspections, and other deficiencies may be cause for denial of an extension request. To research SDRs go to: <http://home.spas.faa.gov/profilesnet/airoperatornet/queryf.aspx>, type in the operator's designator or name for a profile. Make sure that the SDR box is checked: ☐ SDRs (includes M or D's).

J. Minimum Equipment List (MEL) History. Determine if the requesting operator has a high rate of MEL usage for engine-related items. This may indicate a problem with the operator's engine maintenance program and be cause for denial for time extension.

K. In-Flight Shut Down (IFSD) Reports. The ASI should search and review SDRs required by § 135.415 by aircraft registration number or operator's identifier. SDRs of IFSD may indicate a problem with the operator's engine maintenance program. To research, go to <http://home.spas.faa.gov/profilesnet/airopoperatornet/queryf.aspx> and type in the operators' designator or name for a profile. Click on the SDR tab to display operators' submitted SDRs. Click on the engine/airframe seeking time limitation and research Air Transportation Association of America (ATA) Chapters 72-80.

L. Oil Analysis. Review the operator's oil analysis reports for abnormal wear and recommendations from lab for followup action. Repeat abnormal wear reports may indicate a problem with the operator's engine maintenance program.

M. Trend Monitoring Review. If the operator has a trend monitoring program, review for abnormalities that would indicate a problem with the operator's engine maintenance program.

N. Past Engine Operating History. Review the operator's past engine maintenance history for early engine removal from service, early overhauls, repeat maintenance actions, parts removal, and any other maintenance actions that may indicate a problem with the operator's maintenance program.

O. Evaluate Engine/Airframe Installed Components for Engine Overhaul Time Extensions. Depending on the engine/airframe installation configuration, review the airframe manufacturer's maintenance program for inspection intervals for engine mount inspections. This would include thrust reversers if installed. Some airframe manufactures have detailed inspections, including Nondestructive Testing (NDT) inspection of engine mounts. Check the airframe ADs for engine mount, cowling, thrust reversers, and other installed components in the engine compartment. Any required inspection will remain in place and compliance is mandatory. Inspections due would become part of the limitation of an engine time extension.

P. Other Engine Components. The operator's request for engine overhaul is for the engine only. The operator must maintain all other installed components (e.g., starter/generators and hydraulic pumps) in accordance with the operator's approved maintenance program or manufacturer's maintenance manuals.

Q. Operator's Past Violation History. A review of the operator's past enforcement history for maintenance-related items may be an indicator of the operator's safety culture and compliance with the regulations. If the operator has a past history of going beyond the engine manufacturer's overhaul requirements, this may be cause for denial of the requested time extension. Go to <http://home.spas.faa.gov/spas.asp>, Profiles, Air Operator. Type in the designator or name and click on "show profile", and then click on the enforcement tab to review enforcement history.

R. Additional Guidance for Time Extensions. Call the AEG/ACO offices that have responsibility for the particular powerplants, propellers, rotors, and emergency equipment for which the operator is seeking a time extension. Go to http://www.faa.gov/about/office_org and select an office under the “Field and Regional Offices” section.

NOTE: The TCDS will indicate what ACO is responsible for that product. The AEG/ACO will evaluate data presented to them and respond in a positive or negative recommendation for a time extension.

2-516 COORDINATION REQUIREMENTS. This task requires coordination between the Airworthiness ASIs.

2-517 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- Operator/applicant’s manual.
- Title 49 CFR parts 175 and 180.
- Volume 3, Chapter 43, Section 1, Evaluating a Part 121 and Part 135 Continuous Airworthiness Maintenance Program.
- Volume 3, Chapter 18, Section 6, Parts D and E—Maintenance MSpecs/OpSpecs.

B. Forms:

- FAA Form 8100-9, Statement of Compliance with Airworthiness Standards.
- FAA Form 8110-3, Statement of Compliance with the Federal Aviation Regulations.

C. Job Aids. Job Task Analysis (JTA): 2.3.24.

2-518 PROCEDURES.

A. Brief the Operator/Applicant. Provide the operator/applicant with policies and regulatory requirements. Schedule and conduct a preliminary meeting, if necessary.

B. Review the Schedule of Events. If part of an original certification, the ASI should review the schedule of events to ensure accomplishment according to the schedule.

C. Evaluate the General Manual Requirements. Ensure that the operator/applicant’s Policies and Procedures Manual (PPM) describes procedures, levels of authority, and information appropriate to the inspection and maintenance requirements of § 135.411(a)(1).

NOTE: Section 135.21(a) does not require single-pilot operators and single pilot-in-command (PIC) operators to prepare a manual.

D. Evaluate the Inspection and Maintenance Requirements. Accomplish the following:

1) Determine if the aircraft meets the nine or less passenger seat requirements of § 135.411(a)(1).

a) Certain aircraft may have installed a dynamic forward observer seat (jump seats that fold down and are stowed when not in use) or a static jump seat in or near the flight deck area. If these seats are limited in the TC or STC (as applicable) and placarded for “crew use only”, then the FAA will not count them in the passenger configuration of the aircraft. If the TC or STC designates these jump seats for crew or passenger use, then the FAA will count them in the total passenger seating configuration. See the TC or STC to determine the requirements of seat use.

b) Section 135.113 states that no certificate holder may operate an aircraft TC'd after October 15, 1971 that has a passenger seating configuration, excluding any pilot seat, of more than eight seats if any person other than the pilot in command (PIC), a second in command (SIC), a company check airman, or an authorized representative of the Administrator, the National Transportation Safety Board (NTSB), or the United States Postal Service occupies a pilot seat. Unless a pilot seat is certificated as a passenger seat, it will not be considered or counted in the total passenger seating configuration.

c) If the seat, bench, or divan is side-facing and is not an approved seat for use during takeoff and landing, regardless of the number installed, the FAA will not count them in the total passenger-seating configuration.

NOTE: Side-facing seats, benches, or divans not approved for takeoff and landing can have a seatbelt (gust belt) installed to protect passengers from turbulence. However, these seats, installed through a STC or TC, must have a placard indicating that no person shall occupy the seat during takeoff and landing.

NOTE: The ASI must review the STC to determine if the seats meet certification and operational requirements for takeoff and landing or if the STC merely adds a placard on an approved seat for the purposes of reducing capacity. The ASI should find this information in the limitations section of the STC. Contact the appropriate ACO if necessary to help make this determination.

d) Aircraft manufacturers design and install custom interiors during the production of many aircraft. These manufacturers have received FAA approval of these interior installations as a major change to type design in accordance with 14 CFR part 21, § 21.97. This process allows the manufacturer to install different interior configurations during production that conform to the approved type design seating configuration. The manufacturer also uses this process to amend the original TC of the aircraft during production.

1. If the manufacturer installed the aircraft interior in this manner, the seating configuration was nine or less and the installation meets the above requirements, then the TC'd seating configuration is nine or less. Because an amendment to the TC has already been approved, these configurations would not require an STC based on § 21.113.

2. The ASI must evaluate factory-installed interiors to determine whether the TC holder approved them using the TC or STC process. The ASI should not assume that interiors installed at a manufacturer's completion center comply with these processes. The ASI should review the maintenance records, airplane flight manual, Weight and Balance (W&B) manual, or other documentation to determine the approved data. If the records show that the interior provisions have designated engineering representative data on FAA Form 8110-3 or other delegated sources by FAA Form 8100-9, or that a person accomplished the interior installation under an FAA field approval, then the ASI should not consider the installation as an amendment to the TC.

NOTE: If the ASI cannot make a determination after review of the above documentation, contact the ACO or the manufacturer to determine if the interior configuration is TC or STC approved.

2) Verify with the operator/applicant the type of inspection program selected.

a) If the operator/applicant would prefer to have progressive inspections, ensure that the requirements of § 91.409(d) are met.

b) If the operator/applicant would prefer to use an AAIP, ensure that the requirements of § 135.419 and Volume 3, Chapter 38, Evaluate Part 135 (Nine or Less) Approved Aircraft Inspection Program, are met.

c) If the operator/applicant would prefer to have a 100-hour/annual inspection, ensure that the requirements of § 91.409(a) and (b) are met.

d) If the operator/applicant intends to haul cargo only, ensure that the requirements of §§ 91.409(a), 91.409(d), or 135.419 are met.

NOTE: Only passenger-carrying operations require a 100-hour inspection per § 91.409(b).

3) Determine if the operator/applicant meets the additional maintenance requirements of § 135.421 for engines, propellers, and rotors (as applicable), and emergency equipment.

a) Determine if the operator/applicant intends to use the manufacturer's inspection program or develop one of its own.

b) Determine the time in service intervals that the operator/applicant intends to apply.

E. Analyze the Findings. Discuss with the operator/applicant any discrepancies and the changes required to resolve them.

2-519 TASK OUTCOMES.

A. Complete the PTRS Record.

B. Complete the Task. When all requirements for acceptance and approval of the inspection and maintenance programs have been met, completion of this task will result in approval or amendment of OpSpecs.

C. Document the Task. File all supporting paperwork in the operator/applicant's office file.

2-520 FUTURE ACTIVITIES. Normal surveillance.

RESERVED. Paragraphs 2-521 through 2-535.